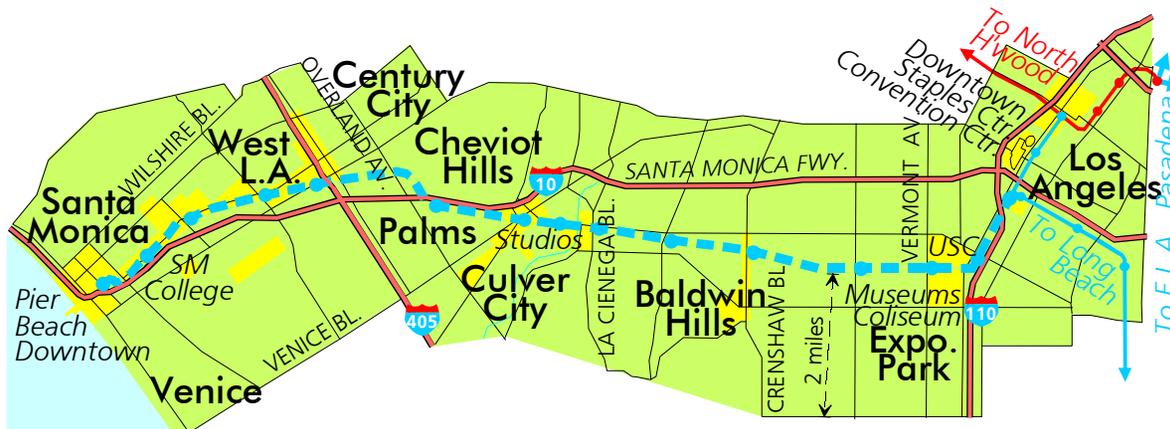




EXPORAIL

The Westside Blue Line

- Westside Traffic
- Light Rail Success
- EXPORAIL Destinations
- Population
- Speed & Capacity
- Popular Support
- MTA Planning



The Exposition Rail Coalition is an independent citizens group, volunteering for Exposition and other effective transit in Los Angeles.

www.exporail.net

P.O. Box 913, Santa Monica, CA 90406
 323-393-9025 fax 310-393-9810 10/99

Westside Traffic

Los Angeles was again ranked the most congested city in the United States. **The Santa Monica Freeway (I-10)** is one of the busiest in the world, carrying over 400,000 people per day.

Traffic is in both directions—Eastside and Mid-City residents go to **Westside jobs** (the “Digital Coast” from Culver City to Santa Monica) **and recreation** as much as Westside residents go Downtown. And it will only get worse as ever more people live in Los Angeles.

Traffic also spills over onto **residential streets**, impacting neighborhoods with noise, pollution, and safety hazards.

But there is **no real alternative to driving**. The transit-dependent suffer long, slow bus rides—like two hours cross-town to get to Westside jobs.

More highways—like this new elevated section of the Harbor Freeway—don’t solve traffic; they just add more noise, pollution, and sprawl, and **threaten established neighborhoods**.



Light Rail Success

Portland, Oregon (left) has been called the most livable city in the U.S., partly for its MAX light rail. Its 18-mile Westside extension opened last year.

Like this park on **San Francisco's** Muni (far left), the Exposition right-of-way is an opportunity for a greenway and bike path. "Silicon Valley" **San Jose's** VTA light rail (left) is now being extended 7 miles west into Mountain View. **Sacramento's** recently-extended RT light rail line passes the California State Capitol.

The **San Diego** Trolley (lower far left) was recently extended to the Padres' Qualcomm Stadium. Its lines carry over 77,000 riders per day.

Sprawling L.A.-like **Dallas** (lower left) is building transit-oriented developments along its growing DART light rail. **Denver** is expanding. **Salt Lake City** is about to open. **Seattle's** Sound Transit is now designing a 24-mile line.

L.A.'s own MTA **Long Beach** Blue Line (next page) is the **most successful single light rail line** in the U.S., carrying over 53,000 riders per day. Our Green Line carries more than 23,000. The **Pasadena** Blue Line is resuming construction because corridor residents pushed hard for it. And **Orange County** is planning its new CenterLine from Fullerton to Irvine.



EXPORAIL

Destinations



Downtown Los Angeles, Staples Center, and connections to the rest of LA's rail network are provided by the existing Long Beach Blue Line on Flower Street. Exposition would then continue south on Flower to Exposition Blvd.

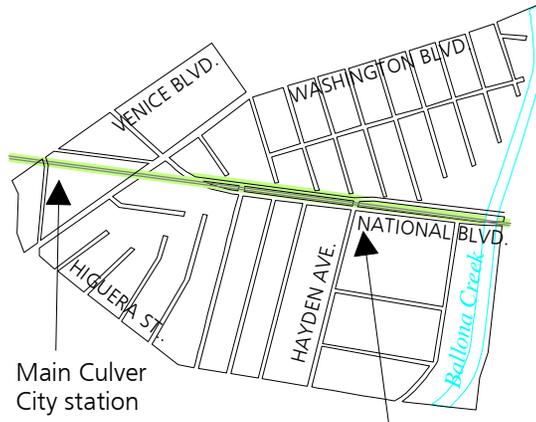


Exposition Park—home of the new California ScienCenter, IMAX Theater, museums, Rose Garden, and potentially a new NFL team for the Coliseum (seen here in the 1984 Olympics)—and the University of Southern California are at the eastern end of the Exposition right-of-way.



People fondly remember the **"Big Red Cars"** (far left). Here is one that used to travel along the Exposition line. Already owned by the MTA, this right-of-way goes all the way to Santa Monica.

Baldwin Hills's Magic Johnson Theaters—light rail will bring better transit and needed new development to this area. Crenshaw Blvd. is also a potential light rail branch to Inglewood and LAX.



Main Culver City station

A station at Hayden will serve the new Hayden Tract businesses and nearby residents

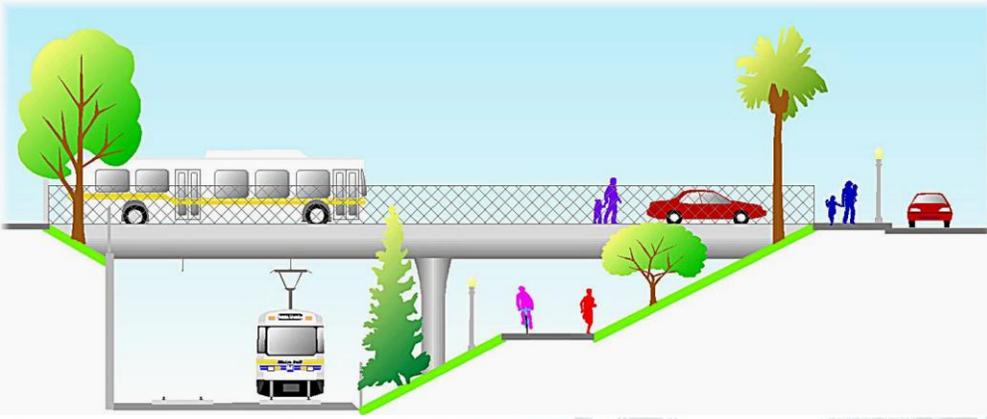


Culver City's studios and restored downtown are the beginning of the "**Digital Coast**"—the new media-technology corridor along Exposition to Santa Monica.

Here's a view of light rail looking west along the median of National Blvd. Moving the track to a landscaped, bermed (to block wheel sound) boulevard median (like this one in San Jose) leaves the right-of-way next to houses for a park and bike path.

For quiet, signal pre-emption handles cross traffic; crossing gates aren't needed at 35 mph. The few residential areas along Exposition can be run at 35 mph with little slowing of running time.

Palms has very high **population density**—over 30,000 people per square mile—and could become a transit-oriented pedestrian town center (probably no parking at Palms station). Next to the Santa Monica Freeway, the right-of-way already has bridges over National Blvd. (left) and Motor Avenue (far left).

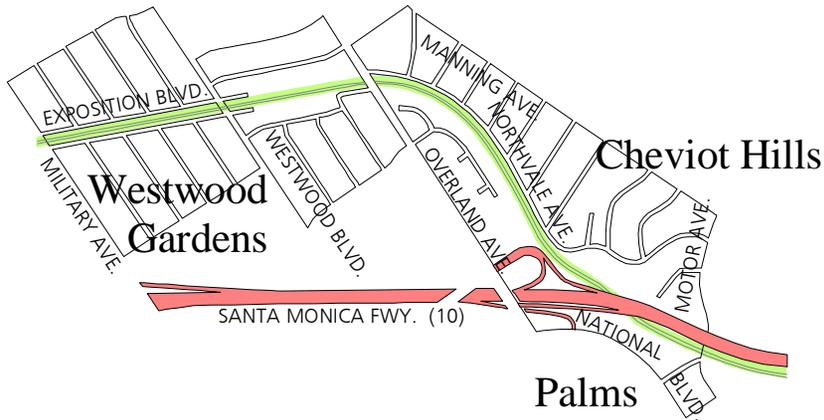


Near **Cheviot Hills**, trains and bicycles would pass under traffic on Overland Avenue for **safety and quiet** (as specified in MTA Phase I EIR, 1994). This extends the existing trench (left) that isolates the right-of-way from neighbors.

West of Overland Avenue the right-of-way is 200 feet wide (far left)—space for a park along the line.

In a neighborhood already impacted by traffic and freeway noise, funding a freeway soundwall as rail mitigation would reduce overall noise.

Access to rail transit enhances property values, as demonstrated by these owners highlighting it (below). Neighborhoods with rail access will become **uniquely valuable** as an alternative to auto gridlock.



Sacramento Bee

WALK to river, lite rail.
Butterfield 4br 2 1/2 ba

SAN DIEGO UNION-TRIBUNE

2000sf, 5br, 2ba fam rm...
on quiet cul-de-sac
walk to trolley & park. ...

Los Angeles Times

LB 2br cond, gar, park flr, 4
blks to bch + blu line, ...

Contra Costa Times

RARE FIND!
3000 sq. ft., 5 bdrm., 3 bath,
family room, formal dining
room, minutes to BART. ...

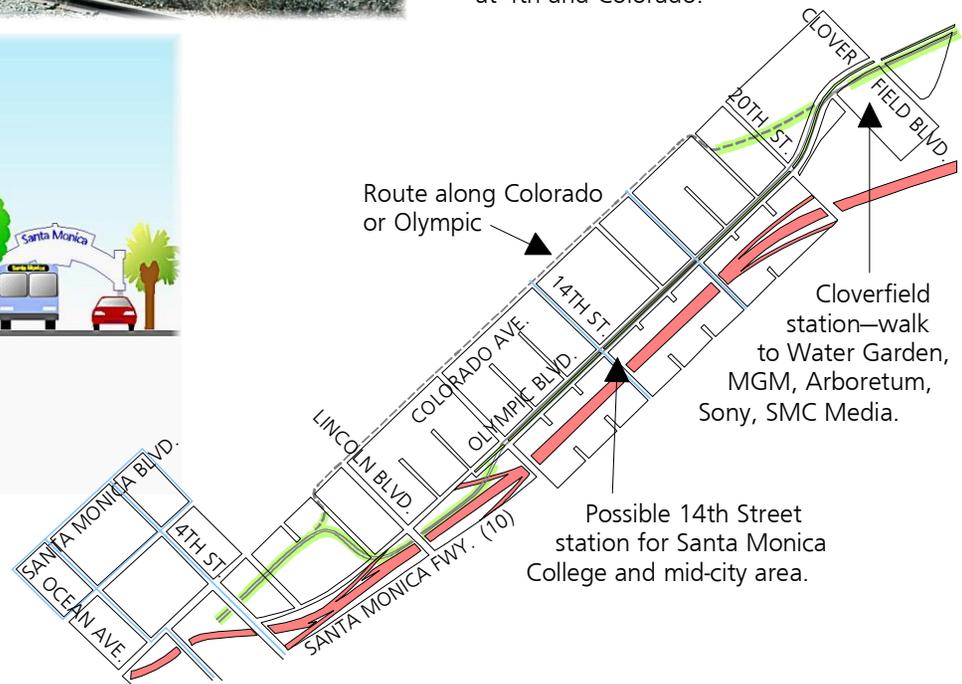
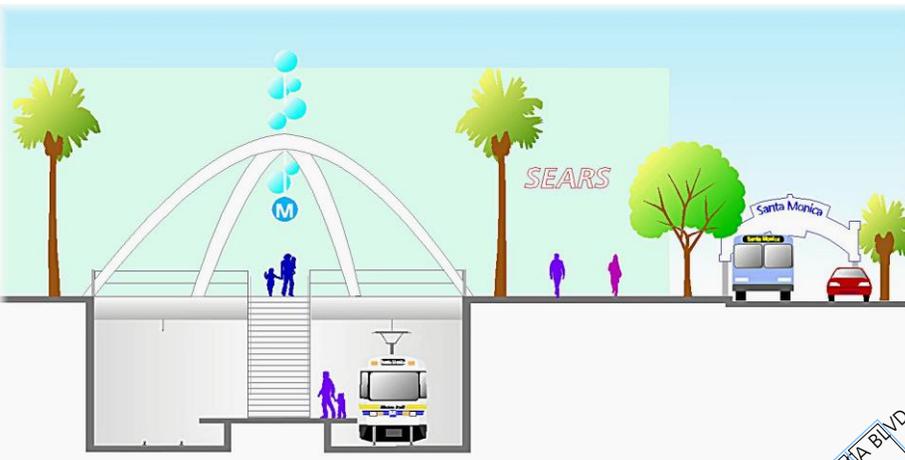


West Los Angeles's Olympic (far left) and Pico Boulevards—home of many jobs and extreme traffic—are within a block or two of Exposition.

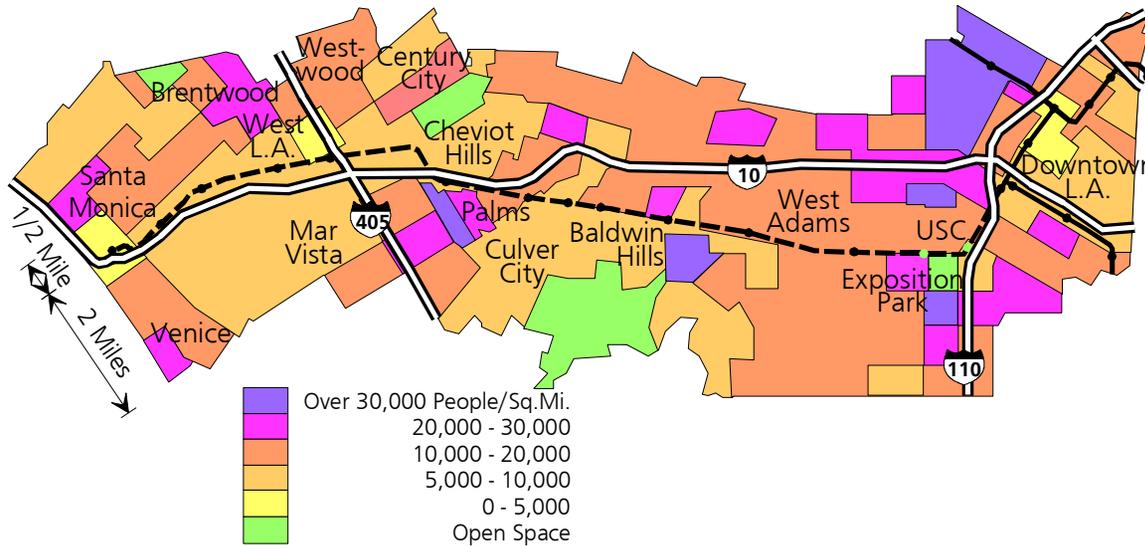
Bus riders along the future San Diego (405) Freeway HOV lane could transfer to Exposition's trains at a station like this one on the Harbor (110) Freeway (left).



Santa Monica's Pier (far left), Third Street Promenade, Beach (busiest in California, with 400,000 visitors on a peak day), and many **Westside jobs** (like this new construction at the Water Garden across Olympic Blvd. from Exposition) are within walking distance of Exposition's proposed stations. Here is a possible design for a station in downtown Santa Monica at 4th and Colorado.



EXPORAIL Population

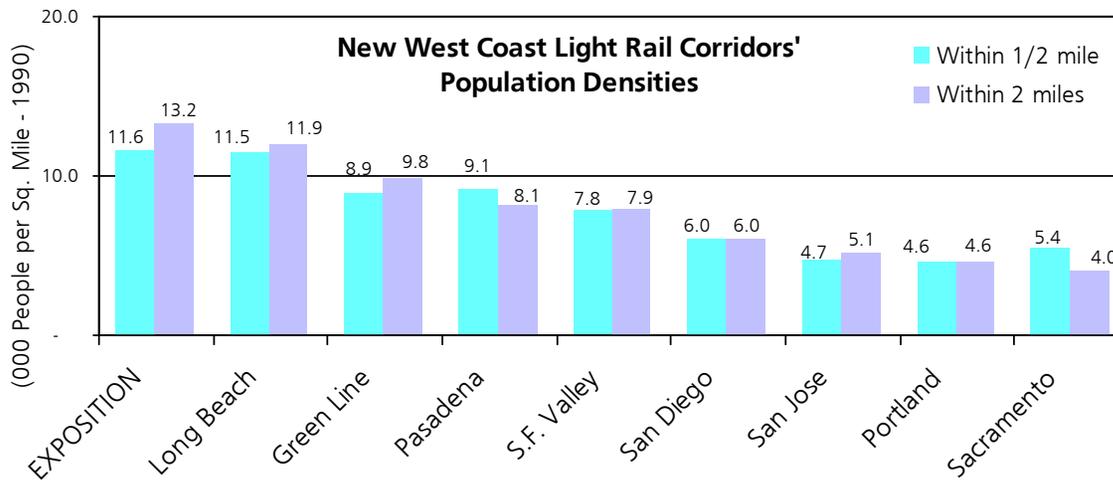


Within 1/2 Mile (walking distance)

206,000 People **11,600** /Sq. Mi.

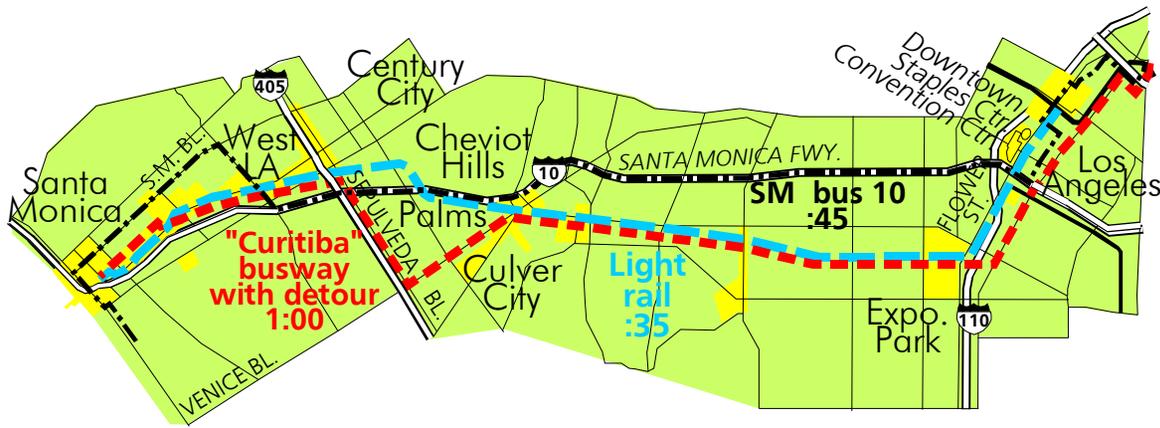
Within 2 Miles (10-minute bus ride)

810,000 People **13,200** /Sq. Mi.



Exposition is the #1 light rail corridor in Los Angeles.

Exposition is 2-3 times other successful light rail lines.



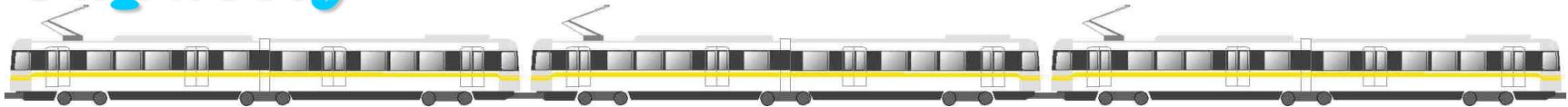
EXPORAIL

Speed

Light rail = 35 minutes from 4th Street, Santa Monica to 7th Street, downtown Los Angeles.

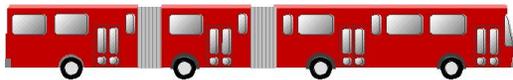
Busway = one hour, because of detours, street running, and bus speeds—slower even than the current freeway Santa Monica Big Blue Bus #10 (45 minutes).

Capacity



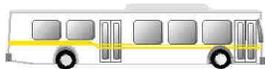
3-car Light Rail train = 228 seats

Capacity = 98,000 passengers per day (450 per train @ Blue Line schedule)
 Capital cost = \$6-700M (\$2.05/trip @ 84,000 riders/day; operating cost = \$.95/trip @\$175/veh. hour)
 Congestion relief = 10% of I-10's 400,000 people/day
 Neighborhood impacts = few; 35 mph residential speed solves noise issue



80-foot Curitiba bus = 57 seats (claimed "270 passengers" are mostly standing!)

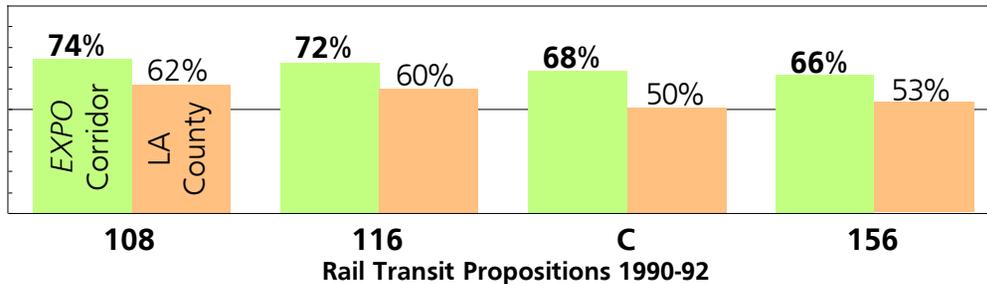
Capacity = 24,000 passengers per day (108 per bus @ Blue Line schedule; **cross traffic prevents more**)
 Capital cost = \$2-300M (\$2.45/trip @ 27,000 riders/day; operating cost = unknown in U.S.)
 Congestion relief = little (mostly existing bus riders)
 Neighborhood impacts = noise & exhaust of 20 buses/hour



40-foot low-floor bus = 38 seats

Capacity = 10,000 passengers per day (46 per bus @ Blue Line schedule & consent decree)

Only light rail has the necessary capacity. The Long Beach Blue Line carries over **53,000** people per day (now limited by its two-car stations, which will be extended). Exposition has greater population density, more destinations, and worse traffic. In 1998 SCAG projected Exposition light rail ridership at **93,000** per day.



Landslide support for rail funding along the Exposition corridor (within 1/2 mile) in four elections, by and for a far larger population than just current bus riders.

Prop. A (1998)—68% voted countywide against expensive subways and the MTA—and for a campaign that promoted light rail.

EXPORAIL

Voter Support for Rail

Support for Right-of-Way Purchase

Public

Over 4300 Petition Signatures

Local Governments

Los Angeles City Council
 Culver City City Council
 Santa Monica City Council
 South Coast Air Quality Management District

Environmental Groups

Citizens Committee to Save Elysian Park
 Citizens for a Better Environment
 Coalition for Clean Air
 Heal the Bay
 Natural Resources Defense Council
 Sierra Club, Angeles Chapter
 TreePeople
 Westside Greens Transportation Working Group

Neighborhoods, Senior Citizens

Baldwin Hills Estates
 Baldwin Hills Homeowner Coalition
 Baldwin Neighborhood Homeowners Assoc.
 Baldwin Vista Village Garden Homeowners Assoc.
 Culver City Senior Citizens Association
 Los Angeles Federation of Senior Citizen Clubs
 Lemoli/11700 Block Club (Inglewood)
 Michael Avenue Neighborhood Watch Group
 Ocean Park Community Organization
 Pico Neighborhood Association
 Sunset Park Associated Neighbors
 Venice Action Committee
 Vineyard Friendship Senior Citizens
 Virginia Deleware Neighborhood Block Club
 Westside Action Coalition
 West Adams Neighborhood Association

Business, Professional, Education, Political

American Institute of Architects
 California Museum of Science and Industry
 Central City Association of Los Angeles
 Century City Chamber of Commerce
 Committee for the Rights of the Disabled
 Committee to Preserve the Right-of-Way
 Crenshaw Chamber of Commerce
 Culver City Democratic Club
 The Ethnic Coalition of Southern California
 Fox Hills/Ladera Democratic Club
 KNX 1070 NewsRadio editorial
 Los Angeles Memorial Coliseum Commission
 Los Angeles Times editorial
 Mid City Chamber of Commerce
 New Frontiers Democratic Club
 Santa Monica Area Chamber of Commerce
 Santa Monica College Board of Trustees
 Santa Monica Democratic Club
 Santa Monica Pier Restoration
 Senator Diane E. Watson's Transp. Task Force
 Southwestern University School of Law
 University of Southern California
 Venice Area Chamber of Commerce
 Westchester/LAX Chamber of Commerce



Transit Corridor Studies

Reevaluation/Major Investment Study/SEIS/SEIR

Mid-City/Westside Alternatives

1. Heavy Rail—Wilshire/Western to Pico/San Vicente (suspended project)
2. Heavy Rail—Wilshire/Western to Fairfax
3. Light Rail via Exposition ROW
4. Busway via Exposition ROW
5. Wilshire Arterial Bus Lane (New Proposal)

(Study also covers Eastside and San Fernando Valley)

Timeline

Phase I—Reevaluation/Major Investment Studies

Initial Board Action on Locally Preferred Alternative—December, 1999

Phase II—Draft SEIS/SEIR

Final Board Action on Locally Preferred Alternatives—6-8 months after Phase 2 start

Phase III—Final SEIS/SEIR

Project Ready for Final Design/Construction—7-9 months after FTA Authorization

EXPORAIL

MTA

Planning

Recommendations

Approve Light Rail via Exposition as an Alternative for Phase II.

Only rail has the speed, capacity, and popular appeal to effectively serve the Exposition corridor's jobs, recreation, and population, plus promote sustainable development—and at a lower cost per trip than a busway.

Save major expenditures for the rail line this corridor requires. Interim "Rapid Buses" on adjacent streets would be much cheaper and nearly as fast as a "Curitiba" busway.